

## REMARKS

In response to the Final Office Action mailed on August 16, 2006, Applicants respectfully request reconsideration based on the above claim amendments and the following remarks.

Applicants respectfully submit that the claims as presented are in condition for allowance.

Claims 1-2, 5, 10-11, 14, 16-17, 19 and 22-23 have been amended, Claims 4, 6, and 9 have been canceled, and Claims 24-25 have been added, leaving Claims 1-3, 5, 7-8, and 10-25 for consideration upon entry of the present amendment. The claim cancellations and amendments should not be construed an acquiescence in the rejection. Applicants respectfully submit that the claims as presented are in condition for allowance. No new matter has been added by the amendments.

### *Support for Claim Amendments*

The amendments to the Claims are fully supported Applicants' specification. See, for example, paragraphs 16, 23, 31-32 as well as FIG. 4 and the accompanying description.

### *Claim Rejections Under 35 U.S.C. § 103*

Claims 1, 7-16, 18-20, and 22-23 stand rejected under 35 U.S.C. § 103 as being unpatentable over U.S. Patent No. 6,748,318B1 to Jones (hereinafter "Jones") in view of U.S. Patent No. 6,526,349 to Bullock et al. (hereinafter "Bullock"). The rejection to Claim 9 is moot because Claim 9 has been canceled. Applicants respectfully traverse this rejection because Jones in view of Bullock does not teach or suggest all of the elements of Claims 1, 7-8, 10-16, 18-20, and 22-23.

Amended Claim 1 includes the elements "receiving a plurality of vehicle position data for previous trips of a vehicle; segmenting the vehicle position data into one or more individual trips based on one or more of an ignition cycle and an extended period of time at a single geographic location, each individual trip including a starting location, an ending location, a start time, a route and a duration; replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations, wherein a starting location of the regular trip is the average of the starting locations of both trips, an ending location of the regular trip is the average of the ending locations of both

trips, a start time of the regular trip is the average of the start times of both trips, a route of the regular trip is the route of one of the individual trips, and a duration of the regular trip is the average of the durations of both trips; and storing the regular trips in a database.”

Applicants submit that neither Jones nor Bullock, alone or in combination, teach or suggest at least the elements “segmenting the vehicle position data into one or more individual trips” and “replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations” as recited in amended Claim 1.

In contrast, Jones teaches an advance notification of an impending arrival of a delivery vehicle that has known stops based on a delivery list as the vehicle approaches a particular location. [See, for example, Jones, Col. 3, lines 7-10.] The vehicle stops are programmed into the system by entering the package addresses. [Jones, Col. 17, lines 63-63.]. Jones does not teach “segmenting the vehicle position data into one or more individual trips” or “replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations” as recited in Claim 1.

The addition of Bullock does not cure this deficiency in Jones. Bullock is directed to compiling navigation route content in a distributed communications system. Bullock collects route content data for specified starting and stopping locations and does not teach or suggest “segmenting the vehicle position data into one or more individual trips” or “replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations” as recited in Claim 1.

Accordingly, neither Jones nor Bullock, alone or in combination, teach or suggest all of the elements of Claim 1. Applicants submit that Claims 7-8, 10-16, 18 and 23 are allowable at least due to their dependency on Claim 1. Further, because they contain elements that are similar to the elements in Claim 1, Applicants submit that Claims 19 and 22 are allowable for at least the same reasons that Claim 1 is allowable. Applicants further submit that Claim 20 is allowable at least due to its dependency on Claim 1.

Further, with respect to newly added Claim 24, Applicants submit that neither Jones nor Bullock alone or in combination, teach or suggest at least the elements “selecting a regular trip from the database, the regular trip having a starting location proximate to the starting location of the current trip and a start time proximate to the start time of the current trip; predicting a destination of the current trip equal to the ending location of the regular trip; and suggesting the route of the regular trip to the predicted destination” as recited in Claim 24. For at least this reason, Applicants submit that Claim 24 is patentable over Jones in view of Bullock.

Claims 2-6, 17, and 21 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Jones in view of Bullock, and further in view of U.S. Patent No. 6,567,745 to Fuchs et al. (hereinafter “Fuchs”). The rejection to Claims 4 and 6 is moot because Claims 4 and 6 have canceled. Applicants respectfully traverse the rejection because Jones in view of Bullock in view of Fuchs fails to teach or suggest all of the elements in Claims 2-3, 5, 17, and 21.

Jones in view of Bullock fails to disclose all of the elements of Claim 1, from which Claims 2-3, 5 and 17 depend. In addition, Fuchs fail to teach or suggest at least the elements “segmenting the vehicle position data into one or more individual trips” and “replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations” as recited in Claim 1. Therefore, Fuchs does not cure the deficiencies of Jones and Bullock with respect to Claim 1. Accordingly, neither Jones nor Bullock nor Fuchs, alone or in combination, teach or suggest all of the elements of Claim 1. Applicants submit that Claims 2-3, 5 and 17 are allowable at least due to their dependency on Claim 1. Further, because it contains elements that are similar to the elements in Claim 1, Applicants submit that Claim 19 is also patentable over Jones in view of Bullock in further view of Fuchs for at least the same reasons as Claim 1. Further, Applicants submit that Claim 21 is allowable at least due to its dependency on Claim 19.

### Conclusion

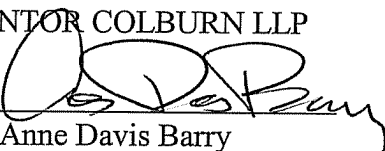
In view of the foregoing remarks and amendments, Applicants submit that the above-identified application is now in condition for allowance. Early notification to this effect is respectfully requested.

If any issues remain, the Examiner is invited to contact the undersigned at the telephone number below.

If there are any charges with respect to this response or otherwise, please charge them to Deposit Account 06-1130 maintained by Applicants' attorneys.

Respectfully submitted,

CANTOR COLBURN LLP

By: 

Anne Davis Barry

Registration No. 47,408

CANTOR COLBURN LLP

55 Griffin Road South

Bloomfield, CT 06002

Telephone (860) 286-2929

Facsimile (860) 286-0115

Customer No. 23413

Date: November 30, 2006